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SOURCE Newspapers as indicated.

RR CONSTRUCTION PROGRESSES, SOME LAGS;
ARMENIAN STATIONS RENAMED

MOINTY-CHU LINE LACKS 42 KILOMETERS -- Kazakhstanskaya Pravda, 29 Oct 50

Forty-two kilometers of track remain to be laid on the Mointy-Chu line.

12 OBLASTS FURNISH WORKERS -- Kazakhstanskaya Pravda, 9 Sep 50

Kolkhoz workers of 12 oblasts of Kazakhstan are participating in the construction of the Mointy-Chu line.

Construction of the largest station on the line, at Sary-Shagan, is under way. Diesel locomotives will run on the line.

STALINSK-BARNAUL CONSTRUCTION TAKES LOSS -- Gudok, 8 Sep 50

The administration of the Stalinsk-Barnaul construction project took a loss of 12 million rubles in 1949, and this year the losses have increased by almost 100 percent. During the first half year they have already totaled 13 million rubles. The lack of any efforts for economy in the expenditure of materials, for good quality of work, and for a reduction of operating costs has lead to a situation where the whole construction project has taken on a slow-motion character. The plan is continually not fulfilled.

TOMSK SYSTEM ELECTRIFICATION LAGS -- Gudok, 10 Sep 50

By decision of the government, the electrification of the Chulyskaya-Inskaya sector of the Tomsk Railroad System should be completed this year. However, this most important pre-winter construction project is being handled unsatisfactorily. The time limits set for the completion of various operations are continually being exceeded. The "Sibstroyput" /Siberian Track Construction Trust has not organized the production processes correctly, and is

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permitting huge overexpenditures of funds and materials. Spoilage and subsequent modifications increase the cost of the erection of the electrified line and since the first of the year they have equalled one half of the cost of the works executed.

NEW RAILROAD AT MOKRAYA VYEMKA -- Gudok, 18 Aug 50

There is a new railroad now at the village of Mckraya vyyemka, where a plant is being built.

SOME CONTAINER-HANDLING PROJECTS LAG -- Gudok, 23 Aug 50

To carry one million tons of freight 20,000 fewer cars are required when container and flat cars are used than when boxcars are used. One million tons of freight, if handled by the usual method, would require 717,392 car-hours for loading and unloading operations, while the same amount, if handled by the container method, would require only 104,283 car-hours.

In the near future several hundred new container-handling points will be opened in the important industrial areas of the country. Therefore, it is completely intolerable that in some places there is an indifferent attitude toward the construction and reconstruction of container-handling points. Things are lagging, especially in the Central Asia and Donets railroad okrugs. At such points as Alma-Ata, Chimgent, YX Poltava, Andizhan, Zaporozh'ye, Krivoy Rog, and Melitopol', the construction of container-handling points scheduled for 1950 has not even been begun.

ARMENIAN RR STATIONS RENAMED -- Kommunist, 16 Sep 50

By ukase of the presidium of Supreme Soviet Armenian SSR, the following railroad stations located in the territory of the Armenian SSR have been renamed as follows:

The station of Kolageran becomes the station of Tumanyan; Amamlu becomes Spitak; Ortakilisa becomes Maisyan; Tomardash becomes Vardakar; Arpachay becomes Akhuryan; Bugdashen becomes Bagravan; Karakula becomes Getap; Alagyaz becomes Aragats; Bogutlu becomes Arteni; Karaburun becomes Karmrashen; Kamyshlu becomes Sovetakan; Ulukhanlu becomes Masis; Imanshalu becomes Mkhchyan; Kamarlu becomes Artashat; and Shirazlu becomes Aygavan.

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